

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

25X1 SUBJECT Soviet Airfield at PARACHIN (254/T74)

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1. The overall dimensions of the airfield are roughly  $1\frac{1}{2}$  km by  $2\frac{1}{2}$  km. The runway is about 3 m across at its narrowest width and fans out slightly. It is about 1800 m long and parallel the railroad track which runs alongside the field. Due to its narrowness, it is possible for the planes to take off and land only when the wind is either due east or west.
2. The Soviets have lengthened the runway which was formerly only about 1500 m. long. They have not repaired the hangars which were destroyed or damaged by Allied bombs. Between 18 and 20 conventional type aircraft are kept in front of the hangars.
3. [redacted] there are 26 jet fighter planes on the field. When not in use they are kept in revetment blast bays made of sand and about one meter high. These blast bays are located on the edge of the field and use is made of the trees there for cover and camouflage. In addition camouflage nets are used.
4. [redacted] the airmen fly in all kinds of weather and at night. The level of their performance is good. He has never heard of an accident at Parachin Airfield since the Soviets arrived. The flying personnel has the reputation of fearing neither death nor the devil. Officers range from about 25 to 50 years old with a preponderance of younger men. They wear the blue AF tabs and epaulettes. Internally, morale appears to be high although, when sure that they are alone, some will complain of the close confinement.
5. The daily routine is approximately as follows:  
0600 - 0700 : Gymnastics  
0700 - 0900 : Work on planes  
0900 - 1000 : Breakfast  
1000 - 1100 : Drill. This includes bayonet practice which is featured in training.

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1400 - 1500 : Lunch  
 1500 - 2100 : Political indoctrination and drill  
 2100 - : Evening meal.  
 2300 : Lights out.

6. A flat revolving screen 3 m x 1 m and placed on a metal pole 5 m high is located in a spruce clearing on the edge of the village of Damm. Alongside it is a Studebaker truck in which two Soviet soldiers work. It is probably a position-direction finding point. The telephone line which serves the base leads off the railway telephone line which parallels the field. Searchlights are placed on the west side of the field.
7. [redacted] extensive aircraft repairs are undertaken on the field. Schwerin is a supply point for many units in the vicinity of Parchim and spare parts for the planes probably come from there.
8. Formations are in groups of three: a single triangle, double triangle, or six in line. The planes rise one after the other. Their flights are mostly of short duration and they generally fly to Ludwigslust and then return to Parchim.
9. A railroad train of about 60 tank cars comes weekly to Parchim with aviation gasoline. Since the jets cannot use this fuel and since conventional type planes are seldom operated, the fuel must be used for other purposes or stored.
10. Most of the Germans who formerly worked on the airfield were dismissed in the autumn of 1951. A few stokers are still on the place but most were replaced by Russians. German masons, tilers, sheet metal workers, locksmiths, carpenters, and plumbers still work on the place but only on a contract basis. They leave the field each evening at quitting time. Contracts with local firms or individual artisans are made by the ~~Deutscher~~ Deutscher Kontrolle, Nebenstelle Parchim. This organization is called "KLESC" by the Soviets. Soviet women in uniform do the cooking, washing, and cleaning on the post.
11. Bachelor officer billets are located in the "Haus im Walde" which is directly opposite the entrance to the field. The Eldo Rayer makes a bend around the house which is surrounded with a wire fence. The building has 60 rooms and company grade officers are generally assigned two to a room. Officers including the grade of Lt. Col. are assigned billets here.
12. Married officers and their families live in the settlement opposite the former EDK (Einkaufsgenossenschaft deutscher Kaufleute) warehouse. This settlement was formerly inhabited by German officers and their families. The inhabitants of this settlement may wander freely in the town and it is not unusual to see officers lying in the gutters in town dead drunk.
13. There is a water pumping station on the airfield and a network of pipes to supply water for washing, drinking, and fire protection. There is a "Konsum" and a slaughterhouse in Parchim which supply the needs of the Soviet citizens stationed there. All provisions are of German origin, even the cigarettes which are made in Dresden.

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11. There are other military units in Parchim. They are located in other casernes. There are more than one hundred T 34 tanks there. They are garaged in the former Wehrmacht stables. Many tanks arrived in the autumn of 1951 but only a few are in use. The others remain in the garages and are generally covered with tarpaulin. [redacted] there are now at least twice as many tanks in Parchim, Perleberg, Ludwigslust, and Schwerin as there were in April 1951.

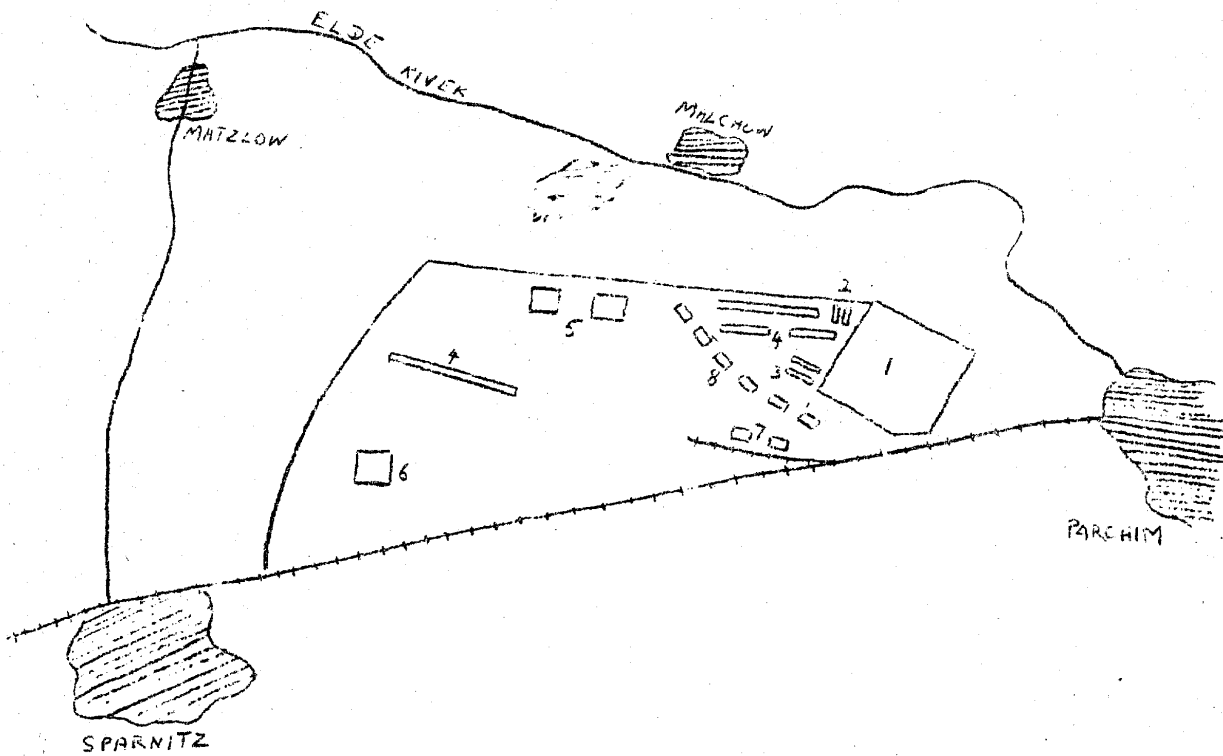
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15. [redacted] there are between 100 and 150 tanks in Perleberg at present. As at Parchim, most are not in use. At the end of December 1951, the Holtke and Krueger Casernes in Perleberg were overcrowded with personnel of the T 34 and JS tanks stationed there.

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AIRFIELD AT PARCHIM

Attachment



1. Drill ground
  2. Offices
  3. Firing range
  4. Barracks, 400 x 20 m, two stories, only partly occupied
  5. Airplane repair sheds, temporary buildings.
  6. Workshop, not for planes.
  7. Fuel bunkers of unknown capacity
  8. About 20 uncovered blast bays for planes, set among young pine trees. Parapets are one meter high.
- The base is only partly fenced in.

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